

Milford Docks

Flap valve replacement, dock bed reinstatement/protection and wall repairs Application for a Marine Licence for Marine Works – Additional Sheet No. 2

Section 7(c). Please state measures to be taken to: (i) Minimise risk to the marine environment	
Potential impacts	1. Refuelling of Plant & Equipment - fuel spills on foreshore and release to the marine environment. 2. Operating plant within the dock - oil leaks releasing fuels and oils to the marine environment. 3. Concrete mixing & placing - release of contaminated water/concrete fines to the environment. 4. Placing of imported materials in the marine environment - potential contamination of the surrounding environment. 5. Changes to the dock bed profile.
Proposed mitigation	<u>General Mitigation</u> Water levels and navigation in Milford Dock are controlled by the Applicant (Milford Haven Port Authority) via the Pier Head control room. Pier Head operate the lock gates and by doing so can control the water levels and flow of movement in and out of Milford Dock from Milford Haven Waterway. In the event of a pollution incident in Milford Dock then the Port's Oil Spill Contingency Plan would be followed and the lock gates closed to prevent the release of any pollutants from Milford Dock to Milford Haven Waterway. <u>Specific Mitigation</u> (to address the potential impacts above) 1. All refuelling of plant and equipment to be undertaken within the site compound away from the water's edge, using suitable plant nappies & drip trays. No re-fuelling to be undertaken in the work site in the dock/cofferdam area. Spill kits to be in positioned at work site in case of an emergency spillage. Plant utilising Biodiesel and Bio-oil will be used in the marine environment. All static plant to be located away from the dock wall edge above water level, away from surface water drains and provided with drip-trays and where appropriate, spill-kits. 2. All plant and equipment to be in good condition, operated and maintained in compliance with the manufacturer's instructions. Service records to be available and maintained. Prior to the commencement of each working shift, a daily inspection to be completed and recorded, checking for faults and leaks. In the unlikely event of a spill, releasing fuel / oil into the marine environment, spill kits and booms will be available to contain the spill. All works to be undertaken within a temporary cofferdam to prevent risk of release into the dock. The water within Milford Dock is controlled by the lock gates preventing release of water into Milford Haven Waterway should a spill occur in the Dock. 3. All repair mortar to be used is to be premixed off site, transported to the site, discharged into suitable propriety vessels on the quayside for use at the works location. All works to be undertaken within a temporary cofferdam. 4. Recover and reuse existing materials where possible to minimise the need to import materials. Clean imported stone is to be used to fill the rock mattresses.

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	5. Dock bed excavation will be kept to a minimum and limited to that necessary to complete the works. The excavated material will be used to backfill around the new rock mattresses. Any surplus material will be smoothed out to match the adjacent dock bed profile.
Residual risks	1. There should be no residual risk. 2. Despite mitigations there remains a risk of oil leaks from equipment used on site (i.e. from a burst hose) that could enter Milford Dock. Oil spill kits will be available on site and in the event of a release into Milford Dock these will be deployed and the lock gates at the Dock entrance will be closed to prevent release into Milford Haven Waterway. 3. There should be no residual risk. 4. There should be no residual risk. 5. There should be no residual risk.